

INFORM ~~SECRET~~ REPORT

COUNTRY Poland
 SUBJECT Inland waterway and Harbor Development

DATE DISTR. 22 April 1948

NO. OF 50X1-HUM

PLACE ACQUIRED

NO. OF ENCLS. LISTED BELOW

DATE OF INFO

SUPPLEMENT TO REPORT NO.

50X1-HUM

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1. The inland water transport system played an unimportant role in Poland before the war, accounting for scarcely 1-2% of all freight transportation. Under the Three Year Plan, however, the system is to undergo extensive development. 776 million zlotys were allotted to inland water transport works in 1947, and the credits for 1948 and 1949 are to be higher.
2. Rivers
 - a. Vistula (Wisla) River. By 1949 the Gdansk-Warsaw stretch is to be made navigable for barges up to 350 tons. Later on the whole navigable length of the Vistula is to be opened to these barges.
 - b. Oder (Odra) River. The work on this river is receiving top priority. The capacity of this river from the Upper Silesian coalfield to Szczecin is to be raised to 3 million tons per annum. 3.5 million tons of this shipping space will be obtained by the raising of existing ships and by new construction, while the other 1.5 million will be purchased abroad.
 - c. Warta River. The stretch from the Coplo-Warta Canal to the mouth of the Pomeranian River is to be made navigable. This will connect Poznan directly with the Vistula (at Bydgoszcz) by inland waterway.
 - d. Bug River. The stretch from Modlin to Brest is to be regulated.
3. Canals. The following canals are to be extended:
 - a. Upper Silesia-Krakow Canal. This will have a capacity of 1 to 1.5 million tons per annum and will permit the transport of Silesian coal and synthetic fuel from Gdansk to the Krakow basin by water.
 - b. Zeran (on the Vistula just below Warsaw) - Zegrze (Bug) Canal.
 - c. Augustowski Canal (Northeast Poland, connecting the Warow and Wismen rivers). This canal was extended in 1946. Its capacity is a half million tons annually. It is important for the lumber trade.
 - d. Coplo-Warta Canal. This canal is to be handed over to traffic during 1948. Yearly capacity is to be 4 million tons. It is navigable for ships up to 500 tons.

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4. Dams. The following dammed areas are also to be expanded:
 - a. Upper Wisla - Czekow, Czerstyn, and Dzaegi (near Zakopane).
 - b. Upper Odra - Turawa and Berghof.
5. Rails. 40,600,000 zlotys were spent on the expansion of inland waterway harbors in 1947. Most of this amount was devoted to the expansion of the inland port at Warszawa (P53/019), winter shipping installations at Kozmyn (Mistrin) and Podjuchy/Odra. During 1948-1949 the harbors at Szczecin, Pulawy, Zoran, Wislawa, Warszawa, and Poznan are due for reconstruction.
6. Development of Baltic Ports.
 - a. Szczecin is being developed as an import and export port for goods in bulk. Free harbor facilities are being arranged. Turnover in October 1947 amounted to more than 100,000 tons. The port is being developed to take 5,500,000 tons of coal per year in 1949. Ten new 7-ton cranes, one giant crane, 2 tipper cranes, one "Unschlagbaum", and 5 bridge cranes are on order for new harbor installations from Czechoslovakia.
 - b. Darlowo (Higamulda) can take vessels up to 600 BRT. The harbor has a depth of 4.5 meters. Turnover capacity is 1,500 tons per day. The port is being developed to take 300,000 tons per month in 1949 (mainly coal), as against a pre-war capacity of 67,000 tons.
 - c. Ustka (Stolpinski) has been a coal port since June 1947, with shipments going mainly to Scandinavia.
 - d. Kolobrzeg (Kolberg) is a coal port with a daily turnover of 1,000 tons. The harbor is 6 m. deep but the entrance is only 4.5 m. deep.
7. Turnover for the Polish Baltic Harbors amounted to 3,370,000 tons during the 3rd quarter of 1947 as compared with 3,250,000 tons in the 1st quarter. Of this, 2,235,000 tons was coal, as compared with 2,040,000 tons in the 1st quarter. Imports amounted to 1,040,000 tons, as compared with 999,000 tons.

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